Hyperco High-Performance Chassis Springs and Spring Accessories

Chassis springs are one of the most critical components affecting the handling of a race car. Poor quality springs with inconsistent spring rates and lengths that continually change over time can prevent the most talented driver and crew from getting a car dialed in. Hyperco springs are manufactured using aerospace-quality 9254 Silicon steel. They have a proven track record going back three decades and are used by nearly all of the teams at the top echelons of motor racing including CART, IMSA, and Formula 1. Springs are just as important on lighter weight cars since the internal design stresses are virtually the same in a spring designed for Formula Ford as in one designed for an Indy car. With Hyperco springs, you can be assured that your results will be repeatable. Don’t waste your racing budget on a spring that won’t hold its rate through half a season. Spend a few dollars more and get a pair of Hyperco springs that will perform season after season.

We carry 2 1⁄4", 2 1⁄2", 3 1⁄4", 36mm, and 60mm inside diameter springs. They are finished with a tough blue epoxy powder coat that offers unmatched durability.

### Hyperco Chassis Springs – 2 inch I.D.

<table>
<thead>
<tr>
<th>I.D. x Length (inches)</th>
<th>Spring Rates Available (pounds per inch)</th>
<th>Part No. (specify rate)</th>
<th>Price (pair)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 x 4</td>
<td>700 to 1300 (50 lb. increments)</td>
<td>184-4-rate</td>
<td>$214.99 per pair</td>
</tr>
<tr>
<td>2 x 5</td>
<td>250 to 1550 (50 lb. increments)</td>
<td>184-5-rate</td>
<td>$214.99 per pair</td>
</tr>
<tr>
<td>2 x 6</td>
<td>400 to 900 (50 lb. increments) plus 1000, 1400, 1500, 1800, 1900, and 2000</td>
<td>184-6-rate</td>
<td>$214.99 per pair</td>
</tr>
</tbody>
</table>

### Hyperco Chassis Springs – 2 1⁄2 inch I.D.

<table>
<thead>
<tr>
<th>I.D. x Length (inches)</th>
<th>Spring Rates Available (pounds per inch)</th>
<th>Part No. (specify rate)</th>
<th>Price (pair)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 1⁄4 x 4</td>
<td>400 to 1500 (50 lb. increments)</td>
<td>185-4-rate</td>
<td>$169.99 per pair</td>
</tr>
<tr>
<td>2 1⁄4 x 5</td>
<td>300 to 1600 (50 lb. increments)</td>
<td>185-5-rate</td>
<td>$169.99 per pair</td>
</tr>
<tr>
<td>2 1⁄4 x 6</td>
<td>200 to 1000 (50 lb. increments)</td>
<td>185-6-rate</td>
<td>$169.99 per pair</td>
</tr>
<tr>
<td>2 1⁄4 x 7</td>
<td>250 to 900 (50 lb. increments)</td>
<td>185-7-rate</td>
<td>$169.99 per pair</td>
</tr>
<tr>
<td>2 1⁄4 x 8</td>
<td>200 to 275 (25 lb. increments)</td>
<td>185-8-rate</td>
<td>$169.99 per pair</td>
</tr>
<tr>
<td>2 1⁄4 x 9</td>
<td>175 to 600 (25 lb. increments)</td>
<td>185-9-rate</td>
<td>$169.99 per pair</td>
</tr>
</tbody>
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### Hyperco Chassis Springs – 36mm I.D.

<table>
<thead>
<tr>
<th>I.D. Length (inches)</th>
<th>Spring Rates Available (pounds per inch)</th>
<th>Part No. (specify rate)</th>
<th>Price (pair)</th>
</tr>
</thead>
<tbody>
<tr>
<td>36mm 4”</td>
<td>800 to 2000 (100 lb. increments)</td>
<td>134-4-rate</td>
<td>$182.99 per pair</td>
</tr>
<tr>
<td>36mm 5”</td>
<td>500 to 2000 (100 lb. increments)</td>
<td>135-5-rate</td>
<td>$182.99 per pair</td>
</tr>
</tbody>
</table>

### Hyperco Chassis Springs – 60mm I.D.

<table>
<thead>
<tr>
<th>I.D. Length (inches)</th>
<th>Spring Rates Available (pounds per inch)</th>
<th>Part No. (specify rate)</th>
<th>Price (pair)</th>
</tr>
</thead>
<tbody>
<tr>
<td>60mm 6”</td>
<td>500 to 1100 (100 lb. increments)</td>
<td>176-6-rate</td>
<td>$154.99 per pair</td>
</tr>
<tr>
<td>60mm 7”</td>
<td>500 to 1100 (100 lb. increments)</td>
<td>177-7-rate</td>
<td>$154.99 per pair</td>
</tr>
<tr>
<td>60mm 8”</td>
<td>800 to 1000 (100 lb. increments)</td>
<td>178-8-rate</td>
<td>$154.99 per pair</td>
</tr>
</tbody>
</table>

### Digital Spring Rate Tester

Digital Spring Rate Tester take the guess work out of choosing springs. With this heavy-duty test stand from Intercomp, you can measure spring rates, keep track of every set season after season, and spot any that have “given up.” Simply place the spring on the test bed, adjust the upper perch height, and operate the hydraulic ram. A linear travel indicator and a digital scale are used to measure compression and compression force. This allows for very fast set-up and easy testing. Tests springs up to 6” diameter by 18” long (very short springs under 6” long may require fabrication of a spacer). The capacity is 5000 pounds, displayed in 1 pound increments.

### Hydraulic Load Centering Spring Perches

These precision devices allow the spring end coils to tilt as much as 4° when the spring is compressed, reducing the bending loads on your shocks by up to 94%. This reduction in side force and friction allows more force and energy to be directed to the car’s mechanical grip. It also reduces wear on your shocks. Hydraulic perches have proven themselves on the track with rave reviews and reduced lap times. Installing a hydraulic perch at the bending loads on your shocks by up to 96%. This keeps the chassis spring centered on the perch and prevents the ride height from suddenly changing. These short coils between the chassis spring and the spring perch. This keeps the chassis spring centered and vent the most talented driver and crew from getting a car dialed in.

### Digital Spring Rate Tester

Below: Top and Bottom Views of 2 1⁄2” Divider
Part No. 1877-4... Part No. 3778... $995.00

### Zero-Rate Helper Springs and Spring Dividers

Zero-Rate (or “Tender”) Springs are used on suspensions which can travel farther than the chassis spring. When the suspension droops, these springs expand to take up the slack between the chassis spring and the spring perch. This keeps the chassis spring centered on the perch and prevents the ride height from suddenly changing. These short coils have very low spring rates (virtually zero pounds per inch) and will not affect the rate of your chassis springs. They are coil bound (solid) when the suspension is at normal ride height. You must use a Spring Divider (sold separately) between the chassis spring and the tender spring.

2 1⁄4” Diameter x 4” Long Zero-Rate Spring, each...... Part No. 1875-4... $28.99
2 1⁄2” Diameter x 4” Long Zero-Rate Spring, each...... Part No. 1876-4... $32.99

We recommend installing the Zero-Rate Spring above your chassis spring. The weight of a chassis spring is enough to keep these very soft springs from extending.

A Spring Divider is required between your chassis spring and the tender spring. Spring Dividers help to keep the two springs centered on the shock. Sold individually.

2 1⁄4” Spring Divider, Short Aluminum Design, each...... Part No. 1877-2.25... $42.99
2 1⁄2” Spring Divider, Long Non-metallic Design, each...... Part No. 1878-2.50... $48.99

### Fixed Spring Platform Wrench

This tool was originally designed for platforms commonly used with 2 1⁄4 inch I.D. springs. However, a little modification with a bench grinder will allow it to work with most 2 1⁄4 inch I.D. spring platforms.

### 3⁄8” Drive Spring Platform Wrench

Put away the hammer and screwdriver. This compact tool can get into the most cramped chassis. It will even fit inside footboxes of cars with pullrod suspension. Use a 3⁄8” drive ratchet with an extension to reach almost anywhere.

### Adjustable Spring Platform Wrench

This adjustable tool fits all spring platform nuts up to 3 1⁄4 inch diameter as used on many coil-over racing shocks. The cast steel design is a comfortable fit to your hand. It sure beats the hammer and screwdriver method.

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Check website to verify current pricing.